

DATE

TOP SECRET

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO :  
FROM :  
ACTION:  
INFO :

6734

IN 70917

OPS 1-10 013

TO INFO CITE  
TOP SECRET 301115Z CITE [ ] 25X1

PRIORITY [ ] 25X1

[ ] 25X1

GENERAL BACALIS FROM [ ] 25X1

1. [ ] HAD A VERY THRILLING FLIGHT TODAY WHICH I'LL DESCRIBE MORE LATER. 25X1

2. WEATHER COAST IN AND COAST OUT IN THE HAIPHONG AREA WAS ALMOST CLEAR BUT DETERIORATED RAPIDLY INLAND. HE ESTIMATES THAT BY 50-60 MILES INLAND IT WENT TO 50 PERCENT OR MORE LOW-LEVEL CLOUDS, STRATO-CU TYPE. ON FURTHER IT BECAME SOLID VERY FAST. HE DID NOT SEE HANOI COMING OUT AS HE HAD OTHER THINGS TO LOOK AT THEN BUT HE BELIEVES IT WAS PRETTY OVERCAST. 25X1

25X1 3. ALL SYSTEMS WORKED WELL [ ] AND WERE OPERATED AS BRIEFED. 3100 FT OF FILM WAS RUN - ALL IN POSITION C. NAVIGATION LOOKED VERY GOOD. TOOK ON 67,500 LBS FUEL ON FIRST AR AND 67,300 LBS AT [ ].

4. THE AIRCRAFT PERFORMED VERY WELL WITH ONLY MINOR WRITEUPS.

TOP SECRET

GROUP 1  
EXCLUDED FROM AUTO-  
DECLASSIFICATION

25X1

IN 70917

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25X1

WENT TO 85M FT ON THE LEG GOING IN AND THE TEMPERATURE SEEMED VERY COLD ABOVE 80M TODAY. AT THE PENETRATION TURN AFTER

HE DID LOSE ALTITUDE FROM 78M TO 75.5 OR SO, BUT REGAINED IT QUICKLY

25X1

AND WENT TO 83.5M AND ALMOST 3.20MN

ON THE SECOND LEG, HE HAD TO HAND FLY THE AIRCRAFT AS THE PITCH AUTOPILOT DID NOT WORK PROPERLY.

INS WORKED IN AUTO-NAV ALL THS WAY.

25X1

5.

WAS SOMEWHAT SHAKEN UP. ON THE LEG IN HE

HE DID

NOT FEEL ANY MISSILES WERE FIRED. ON THE RETURN LEG,

PUT

UP HIS REAR PERISCOPE WHICH HAS A PRETTY NARROW FIELD OF VISION AND ALMOST IMMEDIATELY SAW 3 CONTRAILS GOING UP BEHIND HIM. THEY APPEARED TO GO UP TO ABOUT 90M FT, AND BEND OVER TOWARDS HIM AND CONVERGING ON HIM. THEY CAME DOWN AND LEVELED OUT BEHIND HIM, ALL THE WHILE CONVERGING ON HIM AND COMING CLOSE. HE WAS ABLE TO SEE ALL THREE BURST AND THEY APPEARED VERY CLOSE. AS THE 3 WERE COMING UP BEHIND, HE GLANCED OUT TO THE RIGHT AND SAW ONE ABOUT 200-300 YARDS TO THE RIGHT OF THE COCKPIT. IT WAS SO CLOSE THAT HE COULD SEE IT SPINNING AND IN AN APPARENT TIGHT SPIRAL. IT WAS IN A PRETTY STEEP ANGLE IN HIS DIRECTION OF FLIGHT AND CONNING. AS HE PASSED ABOUT HANOI, HE THINKS, HE LOOKED BACK AND SAW ALL THE CONTRAILS THAT HAD CONVERGED ON HIM AND HE FEELS THERE WERE SIX, THOUGHT IT WAS DIFFICULT TO TELL EXACTLY. IN ANY EVENT HE SAW FOUR ACTUAL MISSILES.

25X1

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25X1

6. AFTER LANDING, WE FOUND THAT SOME FOREIGN OBJECT HAD ENTERED THE AIRCRAFT IN THE FIRST FILLET PANEL BEHIND THE RIGHT WHEEL WELL DOOR. IT APPEARED TO ENTER FROM A FRONT ANGLE. IT PASSED THRU THE FILLET AND THEN THROUGH THE FORWARD BOTTOM FRAMEWORK WHICH IS A DRY BAY AREA JUST FORWARD OF THE WING TANK. THE FOREIGN OBJECT WASN'T VERY BIG BUT IT HAD A LOT OF ENERGY AS THE SECOND LAYER OF TITANIUM IS [REDACTED] AND WOULD TEND TO STOP MOST ANYTHING.

25X1

7. HAVE TAKEN PICTURES OF THIS DAMAGE AND HAVE GIVEN APPROVAL TO START DIGGING INTO THE WING TO FIND THE OBJECT AND ACCESS FURTHER DAMAGE. THIS WILL BE TIME CONSUMING AS IT IS IN A HEAVILY STRESSED AREA WITH MANY RIVETS AND STIFFENERS AROUND IT. IF YOU HAVE ANY OBJECTIONS TO MY GOING AHEAD, PLEASE LET ME KNOW BEFORE WE GET TOO FAR. WILL HAVE THE DCM DESCRIBE THE SKIN PENETRATION AND REPAIR IN GREATER DETAIL TO [REDACTED]

25X1

8. NEEDLESS TO SAY, BEFORE WE FLY ANY MORE MISSIONS, I FEEL THAT WE BETTER ACCESS OUR TACTICS, ROUTES, [REDACTED]

25X1

25X1

25X1 9. OUR FRIENDS [REDACTED] ARE EXCITED AND WANT TO SEE US TOMORROW.

25X1 10. WE ARE FLYING 127 LOCAL TOMORROW ON ROUTE 6 USING [REDACTED]

25X1

[REDACTED] HAD TO DEMOD THE AUTOPILOT TO THE OLD CONFIGURATION AS I HAVE NO MORE AIR DATA COMPUTERS FOR THE NEW AUTOPILOT. WE'LL KEEP IN TOUCH.